

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4665. 號七十年六月八十七百八千一英

HONGKONG, MONDAY, JUNE 17, 1878.

日七十年五月寅戌

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL

LONDON:—F. AGAR, 8, Clement's Lane,
Lombard Street, GEORGE STREET, 30,
Cornhill, GOLDFORD & GOLDFORD,
Circus, E. C., BATES, HENRY & CO.,
42, Old Jewry, E.C. SAMUEL DRAGON &
CO., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSY,
19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WINE, 130, New
Street.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GOLDFORD,
Melbourne and Sydney.

SAN FRANCISCO and American Ports
generally:—BROWN & BLAACK, San Fran-
cisco.

SINGAPORE AND STRAITS:—SAYLE &
CO., Square, Singapore. C. HEINSEN
& CO., Manila.

CHINA:—MACE, MUSSET A. A. DE MELO
& CO., SHANGHAI, CAMBRILL & CO.,
AMOY, NICHOLS & CO.,
FOOCHOW, HEDGE & CO., SHANGHAI,
LANE, CRAWFORD & CO., and KELLY
& WALSH, YOKOHAMA, LANE, CHAW-
FORD & CO.

BANKS.

HONGKONG & SHANGHAI BANKING
CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.
Chairman—F. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. BEILIOS, Esq. ADAM LIND, Esq.
H. L. DALBYMPLE, WILHELM REINERD,
Esq. Esq.
H. HOPPIUS, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County
Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate
of 1 per cent. per annum on the daily
balance.

For Fixed Deposits.—
For 3 months, 2 per cent. per annum.
" 12 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 27, 1878.

CHARTERED BANK OF INDIA, AUS-
TRALIA, AND CHINA.

CAPITAL, £500,000.
RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG
grants Drafts on London and the
chief Commercial places in Europe and the
East; buys and receives for collection Bills
of Exchange; and conducts all kinds of
Banking and Exchange Business.

Local Bills discounted, and interest
allowed on Current Accounts and on De-
posits for fixed periods on terms which may
be ascertained on application.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received in-
structions to sell by Public Auction,
ON
TUESDAY,

the 25th June, 1878, at 11 o'clock a.m.
precisely, at the Godowns of Messrs
Norton & Co., Duddell Street,—

An Invoice of Assorted PRINTING
TYPES, BORDERS, LEADS, &c.; also
a Lot of PRINTING, CARTRIDGE,
LETTER, FOOLSCAP, and NOTE
PAPER, and ENVELOPES.

TERMS OF SALE.—Cash before delivery
in Mexican Dollars weighed at 7.1.7.
All Lots, with all faults and errors of
description, at purchaser's risk on the fall
of the hammer.

HUGHES & LEGGE,

For Sale.

LAMMERT, ATKINSON & CO.

HAVE FOR SALE.

VEYRON'S FRENCH COFFEE
MACHINES, Assorted Sizes, New
System, with Automatic Lamp,
COFFEE ROASTERS, and COFFEE
MILLS.

SETS OF GARDENING UTENSILS.
GENTS' TOOL CHESTS.
MASSEY'S PATENT LOGS.

METALLIC MEASURING TAPES,
in strong Leather Cases.

SPIRIT LEVELS. HAMMERS.

DOG COLLARS and CHAINS.

SAILORS' SEWING and ROPING
PALMS.

COPPER SIGNAL LAMPS, & MAST-
HEAD LAMPS, fitted with Dioptric
Lenses according to the latest Admiralty
regulations.

DIOPTRIC LENSES for Signal Lamps.

PORTHOLE GLASSES, assorted sizes.

BOOKS.

TRAVELLER'S GUIDE BOOKS.
LETT'S DIARIES, for 1878.

NOVELS. SCHOOL BOOKS.

WORKS OF REFERENCE and GIFT
BOOKS.

SHEET MUSIC and SONGS.

IMPERIAL TRACING PAPER.

RODGER'S CELEBRATED CUTLERY.

MAPPIN Bro's SCISSORS.

MANIFOLD WRITERS.

LETTER SCALES.

STATIONERY of ALL KINDS.

BROWN WRAPPING PAPER.

CARD-BOARD, Assorted Colours.

DATE RACKS. INVOICE FILES.

QUILL PEN-MAKING MACHINES.

UNDERWOOD'S BLACK WRITING
INK.

INK. MAUVE INK.

MAYNAUD & NOYES' WRITING and
COPYING INK.

MULLEGGE, &c., &c., &c.

KELLY & WALSH'S

CELEBRATED SMOKING MIXTURE,

and

HAPPY THOUGHT TOBACCO.

Very Fine MANILA CIGARS, CIGA-
RETTEs, &c., &c.

BARCLAY & PERKINS' PORTER, in Hhds.
and Kilderkins.

FINEST CHERBOURG BUTTER, in
Bottles.

Hongkong, May 6, 1878.

MacEWEN, FRICKEL & CO.

FOR SALE.

EX RECENT ARRIVALS.

HUBBUCK'S

White Zinc Paints.

White Lead.

Red Lead.

Venetian Red.

Green Paint.

Black Paint.

Brown Oxide.

Yellow Paint.

HUBBUCK'S PALE BOILED LINSEED
OIL.

In 5 Gallon Drums and Barrels.

VARNISHES

Copal.

Black and Bright.

CORDAGE—

Europe Rope. Bolt Rope.

Houseline. Marline.

Hamberline. Ratline.

Spunyarn. Signal Halliards.

BUNTING—All Colors.

HEMP Seaming Twine.

Hemp Roping Twine.

Cotton Twine.

HENRY'S CANVAS.

COTTON DUCK.

Nos. 1 to 8.

COTTON RAVENS,

8, 10 and 12 oz.

RUTHERFORD'S ALL LONG FRAK

AND NAVY BOILED CANVAS

ASH OARS.

14, 16, and 17 feet long.

ENGINE PACKING

(TUOKS BOUND),

All Sizes.

CANVAS INSERTION.

PURE GUM.

Hongkong, June 13, 1878.

FOR SALE.

A JAPAN PONY, very quiet and good

tempered; and a BUGGY and

HARNESS, to be SOLD either singly

or Together. May be seen at the Dock-

yard, on application at the Gate any time

between 7 a.m. and 5 p.m.

Hongkong, June 11, 1878.

NOW READY.

CHINESE DICTIONARY IN THE

CANTONESE DIALECT. Parts I

and II, A to M, with Introduction.

Royal 8vo, pp. 404.—By ERNST JOHN ERZEL,

Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS

AND A HALF per Part.

To be had from MESSRS LANE, CRAWFORD

& CO., Hongkong and Shanghai, and MESSRS

KELLY & WALSH, Liverpool.

For Sale.

EX LATE ARRIVALS.

DRAWING PAPER.

FARINA'S EAU DE COLOGNE.

TRACING PAPER and CLOTH.

QUININE.

RED INK for STEEL PENS.

BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.

PRICKLY HEAT SOAP.

SUMMER SOCKS.

LAWN TENNIS RATS and BALLS.

NEW SHIRTS and COLLARS.

GRAPHOSCOPES.

STUDENT'S DICTIONARIES.

PEN-MAKING MACHINES.

CARBOLIC ACID.

NEW PLAYING CARDS.

IRIDESCENT FLOWER VASES.

IRIDESCENT SPECIMEN GLASSES.

FLOWER TROUGHS.

ELECTRO-PLATEDWARE.

AMERICAN ICE PITCHERS.

TABLE CUTLERY.

GOLD LEAF TOB

Notices to Consignees.

NOTICE TO CONSIGNEES.
THE BRITISH BARK *PER ARDUA*,
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,
Agents.

Hongkong, June 14, 1878. j618

NOTICE TO CONSIGNEES.
THE BRITISH BARK *ELIZABETH CHILD'S*, FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that, before delivery can be obtained, they will be required to sign the Average Bond and to give Approved Guarantee for Contribution to General Average.

MEYER & Co.,
Agents.

Hongkong, June 14, 1878. j620

FROM HAMBURG & SINGAPORE.

THE S. S. *Asia*, C. J. Djörup, Master, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the 15th July will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SIEMSEN & Co., Agents.

Hongkong, June 12, 1878. j618

BRITISH BARK *HYLTON CASTLE*, FROM GLASGOW.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, May 30, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POCHEY,
Agent.

Ex "Yangtze," SP (in triangle) Order, 100 bags; from Sharp Stones, Madras;

Ex "Ava," M & Co. 1/2 Meas Millch & Co., from 2 cases Hams, London;

FH 2 Order, 1 case Cachou, from Marseilles;

JARG Order, 6 bales Cotton, from Galle, Macao.

Hongkong, June 15, 1878.

To-day's Advertisements.

FOR SALE.

TASMANIAN APPLES AND PEARS.
LANE, CRAWFORD & Co.
Hongkong, June 17, 1878. j624

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at No. 4, Pedder's Hill,

WEDNESDAY,

the 19th June, 1878, at 2 o'clock p.m.—The whole of the HOUSEHOLD FURNITURE of a Gentleman giving up Housekeeping, consisting of: Damask Covered Chairs and Couches, Engravings, Lace Window Curtains, Dinner and Dessert Services, Dining Table and Chairs, Wardrobes, Bedsteads, &c.

1/20.

A Splendid COTTAGE PIANO, by COLLARD and COLELLA.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

Hongkong, June 17, 1878. j618

NOTICE TO CONSIGNEES.

THE GERMAN BARK *MINNA*, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that, before delivery can be obtained, they will be required to sign the Average Bond and to give Approved Guarantee for Contribution to General Average.

MEYER & Co., Agents.

Hongkong, June 17, 1878. j625

To-day's Advertisements.

FOR SWATOW, AMOY & FOOCHEW.
The Steamship
"DOUGLAS,"

Captain G. D. PATRICK, will be despatched for the above Port on TUESDAY, the 18th Instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, June 17, 1878. j618

FOR SHANGHAI.

The Steamship
"NINGPO,"

C. R. Cass, Master, will be despatched for the above Port TOMORROW, the 18th Instant, at 5 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, June 17, 1878. j618

FOR SWATOW, AMOY & TAMSUI.

The Steamship
"HAILOONG,"

Captain Goode, will be despatched for the above Ports on WEDNESDAY, the 19th Instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, June 17, 1878. j619

FOR SAN FRANCISCO.

The 41 Ship
"SIR CHARLES NAPIER,"

French, Master, will load here

for the above Port, and will have immediate despatch.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co., Agents.

Hongkong, June 17, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

AMERICA, British steamer, Captain J. Graham.—Birley & Co.

ANNIE LOWRAY, British barque, Captain B. Gale.—Borneo Co., Limited.

WM. H. DEITZ, American 3-m. schooner, Captain I. S. Endicott.—Meyer & Co.

MARTHA BROCKELMANN, German barque, Captain Kluth.—Meyer & Co.

SHIPPING.

ARRIVALS.

June 16, Ningpo, British steamer, from Canton.

June 16, Lottung, British steamer, 268, Goggin, Swatow June 15, General.—Kwoe AZHENG.

June 16, China, German steamer, 648, Ackermann, Shanghai June 12, General.—SIEMSEN & Co.

June 16, Hailong, British steamer, 277, F. P. O. Goode, Tamai June 11, Amoy 15, and Swatow 16, General.—DOUGLAS LAPRAIK & Co.

June 16, Olympia, German steamer, 788, F. Nagel, Newchwang June 8, and Chafoo 10, Beans and Vermicelli.—WM. FUSTAU & Co.

June 16, Shannon, H. M. S. Iron-clad, 5600, 9 guns, W. B. Grant, Singapore June 9.

June 16, Fair Leader, British barque, 407, H. W. Morris, London via Singapore May 29, General.—ODERE.

June 17, Helene, German barque, 372, V. Quidvold, Patano June 5, Salt.—WIELES & Co.

June 17, Peng-chou-hai, Chinese R.C., from a cruise.

June 17, Gordon Castle, British steamer, 1312, Wm. Waring, London May 2, via ports of call, and Singapore June 11, General.—DAVIN & Co.

June 17, Burgomaster van Middelburg, Dutch barque, 628, Blanck, Newcastle (N.S.W.) 18, Coal.—SIEMSEN & Co.

June 17, Conchita, Spanish barque, 430, José Arlas, Manila June 8, Sanpan.—REMEDIOS & Co.

June 17, Miwa, German barque, 457, G. Dan, London Feb. 28, General.—Meyer & Co.

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THE CHINA MAIL.

Chambers; Sub-Lieutenants—Algernon H. Oliver, Henry C. Burrows, Herbert E. M. Bourke; Surgeon—Alexander B. Trowdell, M.D.; Engineers—John T. Kelly, Wm. M. Peak, Wm. J. Harding; Chief Carpenter—Hughes; Boatwains—Wm. Simpson and Thomas Job (acting); Gunner—Rees Dyer; Midshipmen—Frederick H. Eagles, Hugh B. Barton, Edward H. Martin, Arthur M. H. Walron, Harry H. Stileman, and Richard P. Fitzgerald; Naval Cadets—John M. de Robeck, Henry L. D. Pearce, Algernon M. Vaughan-Hughes, and Gerald A. Heyman; Assistant-Engineer—John Bayley; Clerks—Charles S. Moore and George H. Sturgess; Assistant Clerk—Edward D. Hadley.

As will be seen by our advertisement column, Mr. Fairclough, a tragedian of excellent reputation, will be assisted by Miss Eliza May and other members of her troupe, give selections from "Hamlet" in the Town Hall this evening. The London press is enthusiastic following its praise of Mr. Fairclough's acting. A telegram was received yesterday (June 10th) from the Rev. A. Foster, Hon. Secretary to the China Famine Relief Committee, London, in answer to the appeal reported in our issue of last week. It was as follows:—

"Doing our very utmost, but subscriptions have fallen off."

H.M.'s gunvessel *Thistle*, Captain Hunt, will leave Shanghai this morning for Hongkong, en route for England.

TIEN-Tsin.

June 3rd.

Under date of 4th April, I wrote of an anomalous organization for self-defence against banditti, which had sprung up in Ling Hien, Shantung. Since then, nothing has been heard of them till recently. For some little time the Magistrate seems to have been keeping some soldiers employed in watching their movements, having apparently become convinced that their designs were inimical to the Government. Seeing how matters were drifting, the leader of the company came to Tientsin a few weeks ago, and represented to one of the Missionaries that they had a large quantity of building material collected, and desired his presence and direction in the erection of a chapel. Every possible effort was made in this and other ways to bring themselves into some sort of connection with the Missionaries, thereby to secure protection. It would take too long to tell all the outs and ins of the story. One other point, however. They were compelled to break camp, and transferred themselves to a village where there is a chapel. Here they cooked their food and spent most of a night, and on leaving left some of their arms, guns, cannon, &c., in the chapel. The frightened villagers hastily removed and concealed these things after their departure. They then settled in another chapel, thus striving to involve the Christians and compel foreign protection. Fortunately, and strangely enough, too, complicity and complication were avoided, the advice of a Missionary, on the ground at this time, being of great service to the native Christians. A few days ago, we heard that a battle had been fought between these men and the soldiers, resulting in the capture of number of the gang, and the execution of 21 of them since. They were said to number about 1,000, but had not completed their concentration when attacked by the troops.

At present the steamers per month traverse the distance each way; but the traffic must, of course, increase in proportion to the increased area of ground brought under cultivation.

It is proposed to form a Railway Company to carry a Railway from the Ranpur branch of the Northern Bengal Railway to the northern bank of the Brahmaputra to the most convenient place for crossing the river, probably Gauhati, and thence by the south side of the river to Dibrugarh: the total distance being rather over 400 miles. The Government, in lieu of guaranteeing dividends, to be asked to make grants of land of considerable extent, on the principle of several of the American Railways.

It is further proposed to request the Government to extend the present Suda Road through the Khamti, Singphoo and Shan districts, to the Chinese Province of Yunnan, a distance of about 200 miles.

The intervening tribes are very friendly, trading regularly with both China and Assam, when the dry season will allow them to use the beds of rivers as a road. In this way there would be complete communication between Calcutta and China, nearly four-fifths of the distance being covered by rail-road.

Chinese labour would then soon solve the perplexing question as to how to get coolies for Assam; and this and the ready outlet for her productions afforded by the railroad would, doubtless, greatly tend to the development of the Province.

In addition to this, the opening up of south-west China would give a new and an enormous market for European goods, which would thus swell the traffic of the Railroad, and help to make it remunerative."

The scheme generally has been regarded with favour by the Government, who now desire fuller particulars.

RASCAL MOULDERS.

Once upon a time—no matter when—I had an opportunity of observing the ways of a rascal-manufacturer of the "smashing" species. He was yet a young man—an illegitimate child, who had been trained, as he was wont to state, "anyhow." He was showy, good-looking, and keen-witted, with a smattering of education and no principle whatever. Hundreds like him may be met with any day in London. Not himself a manufacturer of spurious coin, he was acquainted with the haunts of every one in London who was. They knew him, too, and that he was to be trusted so far as they were concerned; and they preferred to have such an agent interposed between themselves and the actual distributors of the base money. When this personage was in want of assistants, a night in a casual ward, an evening in a common lodging-house, or a stroll through one of the parks on a summer day would supply him with what he wanted. Having found the recruit, the next stop of the rascal-moulder would be to obtain the base-coins—mostly imitations of certain silver pieces. It does not pay to manufacture pieces smaller than a shilling piece, while it is difficult to pass base crown pieces, and still more difficult to pass counterfeit gold pieces. The base coins charges very good price for his wares, seldom less than a fourth of the value of the pieces simulated; or, if they be of very superior workmanship, as much as a third. And he must have his money down. Here I should remark that there are special seasons—general holidays, as the Oxford and Cambridge boatraces, the Derby Day, &c.—when smashing is greatly extended. On these occasions, fare-takers by the various public conveyances, bar-waiters, stall-keepers, &c., distribute a large amount of base coin among their customers. I happened to know, too, that it is not uncommon for masters of merchant ships to take quantities of base money, mostly imitations of foreign coin, to sea with them, for use in advances to their seamen, and so forth in foreign ports.

To return to the object of our study. He was perfectly acquainted with so much of the criminal law as concerned the craft in which he was engaged—he, indeed, in the case with many thorough scoundrels—*admitted* that the *China* was the fastest boat he had ever seen. We were sorry to hear also that all the stowards lost everything they possessed, except the clothes they stood in when the ship went down. In short, the *China*, as the representative of a very deplorable crew, got away quickly, we care for none of the hull-dog matchings of the river men.

ON WHO WAS NEARLY MISSING HIS PASSAGE ON THE 5TH INSTANT.

Without entering into the morality of the question, or the value on the stock exchange, we are credibly informed and believe that the *Kinshun* is beating the *Ichang* every trip on an average of half-an-hour, sometimes fifty minutes. Thus we tacked in a mild way, purely as a matter of local news; for the *Ichang* were the faster boats we should have done the same. Extra information concerning a means of travelling quickly, we care for none of the hull-dog matchings of the river men.

China.

(News)

The steamer *Afghan*, from Hankow, passed the Red Buoy at Woosung, yesterday (June 10th), and proceeded to sea. The *Hankow* was to leave Hankow on Sunday morning, but it is said she would have to stay and fill up at Kiukiang.

A telegram was received yesterday (June 10th) from the Rev. A. Foster, Hon. Secretary to the China Famine Relief Committee, London, in answer to the appeal reported in our issue of last week. It was as follows:—

"Doing our very utmost, but subscriptions have fallen off."

H.M.'s gunvessel *Thistle*, Captain Hunt, will leave Shanghai this morning for Hongkong, en route for England.

TIENTSIN.

June 3rd.

Under date of 4th April, I wrote of an anomalous organization for self-defence against banditti, which had sprung up in Ling Hien, Shantung. Since then, nothing has been heard of them till recently. For some little time the Magistrate seems to have been keeping some soldiers employed in watching their movements, having apparently become convinced that their designs were inimical to the Government. Seeing how matters were drifting, the leader of the company came to Tientsin a few weeks ago, and represented to one of the Missionaries that they had a large quantity of building material collected, and desired his presence and direction in the erection of a chapel. Every possible effort was made in this and other ways to bring themselves into some sort of connection with the Missionaries, thereby to secure protection. It would take too long to tell all the outs and ins of the story. One other point, however. They were compelled to break camp, and transferred themselves to a village where there is a chapel. Here they cooked their food and spent most of a night, and on leaving left some of their arms, guns, cannon, &c., in the chapel. The frightened villagers hastily removed and concealed these things after their departure. They then settled in another chapel, thus striving to involve the Christians and compel foreign protection. Fortunately, and strangely enough, too, complicity and complication were avoided, the advice of a Missionary, on the ground at this time, being of great service to the native Christians. A few days ago, we heard that a battle had been fought between these men and the soldiers, resulting in the capture of number of the gang, and the execution of 21 of them since. They were said to number about 1,000, but had not completed their concentration when attacked by the troops.

At present the steamers per month traverse the distance each way; but the traffic must, of course, increase in proportion to the increased area of ground brought under cultivation.

It is proposed to form a Railway Company to carry a Railway from the Ranpur branch of the Northern Bengal Railway to the northern bank of the Brahmaputra to the most convenient place for crossing the river, probably Gauhati, and thence by the south side of the river to Dibrugarh: the total distance being rather over 400 miles. The Government, in lieu of guaranteeing dividends, to be asked to make grants of land of considerable extent, on the principle of several of the American Railways.

It is further proposed to request the Government to extend the present Suda Road through the Khamti, Singphoo and Shan districts, to the Chinese Province of Yunnan, a distance of about 200 miles.

The intervening tribes are very friendly, trading regularly with both China and Assam, when the dry season will allow them to use the beds of rivers as a road. In this way there would be complete communication between Calcutta and China, nearly four-fifths of the distance being covered by rail-road.

Chinese labour would then soon solve the perplexing question as to how to get coolies for Assam; and this and the ready outlet for her productions afforded by the railroad would, doubtless, greatly tend to the development of the Province.

In addition to this, the opening up of south-west China would give a new and an enormous market for European goods, which would thus swell the traffic of the Railroad, and help to make it remunerative."

The scheme generally has been regarded with favour by the Government, who now desire fuller particulars.

RASCAL MOULDERS.

Once upon a time—no matter when—I had an opportunity of observing the ways of a rascal-manufacturer of the "smashing" species. He was yet a young man—an illegitimate child, who had been trained, as he was wont to state, "anyhow." He was showy, good-looking, and keen-witted, with a smattering of education and no principle whatever. Hundreds like him may be met with any day in London. Not himself a manufacturer of spurious coin, he was acquainted with the haunts of every one in London who was. They knew him, too, and that he was to be trusted so far as they were concerned; and they preferred to have such an agent interposed between themselves and the actual distributors of the base money. When this personage was in want of assistants, a night in a casual ward, an evening in a common lodging-house, or a stroll through one of the parks on a summer day would supply him with what he wanted. Having found the recruit, the next stop of the rascal-moulder would be to obtain the base-coins—mostly imitations of certain silver pieces. It does not pay to manufacture pieces smaller than a shilling piece, while it is difficult to pass base crown pieces, and still more difficult to pass counterfeit gold pieces. The base coins charges very good price for his wares, seldom less than a fourth of the value of the pieces simulated; or, if they be of very superior workmanship, as much as a third. And he must have his money down. Here I should remark that there are special seasons—general holidays, as the Oxford and Cambridge boatraces, the Derby Day, &c.—when smashing is greatly extended. On these occasions, fare-takers by the various public conveyances, bar-waiters, stall-keepers, &c., distribute a large amount of base coin among their customers. I happened to know, too, that it is not uncommon for masters of merchant ships to take quantities of base money, mostly imitations of foreign coin, to sea with them, for use in advances to their seamen, and so forth in foreign ports.

To return to the object of our study. He was perfectly acquainted with so much of the criminal law as concerned the craft in which he was engaged—he, indeed, in the case with many thorough scoundrels—*admitted* that the *China* was the fastest boat he had ever seen. We were sorry to hear also that all the stowards lost everything they possessed, except the clothes they stood in when the ship went down. In short, the *China*, as the representative of a very deplorable crew, got away quickly, we care for none of the hull-dog matchings of the river men.

ON WHO WAS NEARLY MISSING HIS PASSAGE ON THE 5TH INSTANT.

Without entering into the morality of the question, or the value on the stock exchange, we are credibly informed and believe that the *Kinshun* is beating the *Ichang* every trip on an average of half-an-hour, sometimes fifty minutes. Thus we tacked in a mild way, purely as a matter of local news; for the *Ichang* were the faster boats we should have done the same. Extra information concerning a means of travelling quickly, we care for none of the hull-dog matchings of the river men.

others connected with them, is worth seeing at the present moment."

The same paper thus describes the floating of the vessel:—"Hundreds of men pumped as if for dear life. It was a race between human skill and labour against the inexorable power of nature. The tide still rose and rose, despite the utmost efforts of the crew. They thought that the tide must beat them. But it did not. It kept rising and rising; the men wrought with redoubled energy; and at last the tide stopped about ten o'clock, just four inches below the gunwales. It was a 'near thing,' and the sense of relief felt by Captain Alderton and his men was indescribable. They rested a little, and set to work again full of hope. As they did so, the steamer moved more and more, and observations made on shore showed that she had drifted by noon fully twenty yards through the yielding mud. Last evening considerable progress had been made in dredging her. The saloon was quite dry, though worn and begrimed, and, we are told that the rats that had porched themselves on the masts came down again with as much cheerfulness betrayed in their stealthy steps as they could possibly show. The ship was altogether about ten feet high and clear out of the water. She looked sadly begrimed and dirty, and the stench issuing from her bilge water and rotting cargo was something awful; but in the course of a day or two, we hope she will be all right again and none the worse of her unfortunate bath. When she is quite pumped out, she will be docked; then she will be scraped and painted, and on the outside, at all events will look as smart as ever, though we are afraid she will have to go to England to get her saloon and cabins made as fresh-looking as yore."

PROPOSED RAILWAY THROUGH ASSAM, AND ROAD THENCE INTO CHINA.

(Indian Tea Gazette).

The following are the arguments used by the promoters of the above:—

"To those acquainted with the conditions of the Tea Industry in Assam, there is no need to say that the crying want of the Province is a sufficient supply of labour."

"The present recruiting system, by which labourers are brought from the Nagaore and other distant districts, is extremely costly, and quite fails to produce an adequate supply."

"The present passage by steamer from Goalundo, the Northern Terminus of the Eastern Bengal Railway, to Dibrugarh, the farthest point to which the steamers go, occupies an average period of 20 days, though the distance is under 600 miles."

"At present the steamers per month traverse the distance each way; but the traffic must, of course, increase in proportion to the increased area of ground brought under cultivation."

"It is proposed to form a Railway Company to carry a Railway from the Ranpur branch of the Northern Bengal Railway to the northern bank of the Brahmaputra to the most convenient place for crossing the river, probably Gauhati, and thence by the south side of the river to Dibrugarh: the total distance being rather over 400 miles. The Government, in lieu of guaranteeing dividends, to be asked to make grants of land of considerable extent, on the principle of several of the American Railways."

"It is further proposed to request the Government to extend the present Suda Road through the Khamti, Singphoo and Shan districts, to the Chinese Province of Yunnan, a distance of about 200 miles."

"The intervening tribes are very friendly, trading regularly with both China and Assam, when the dry season will allow them to use the beds of rivers as a road. In this way there would be complete communication between Calcutta and China, nearly four-fifths of the distance being covered by rail-road."

"Chinese labour would then soon solve the perplexing question as to how to get coolies for Assam; and this and the ready outlet for her productions afforded by the railroad would, doubtless, greatly tend to the development of the Province."

"In addition to this, the opening up of south-west China would give a new and an enormous market for European goods, which would thus swell the traffic of the Railroad, and help to make it remunerative."

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knew how to shape his proceedings accordingly. For three weeks or thereabouts he would get on very well with his assistants; but before the month expired something or other would be sure to occur to render further companionship undesirable. Then the rascal-moulder would give his subject the final touch. He would pretend to take him into his confidence, pointing out one or two places where base coin might be obtained, and giving the dupe a few instructions as to the best means of proceeding when smashing altogether on his own account. Of course the rendezvous with the base-coins was arranged for this occasion only, and merely to enable the rascal-moulder to get rid of his dupe in a way that would benefit the former—that is, by handing him over to the police under circumstances which could not but ensure conviction. Thus the rascal-moulder would be made to nothing forthwith by a professional rogue.

A consummate rascal-moulder of another and a more dangerous class was a certain "Count" or "Captain" S. He was, indeed, about the most unblushing really treacherous liar (an ugly word, but one I cannot help) that it has ever been my luck to meet. According to his own account, he was the only son of a Polish magnate; in reality, he was the child of a Scotch groom who took service with a Russian noble during the visit of the allied Sovereigns to England at the close of the Great War. Our friend, born in 1810, was brought up in Russia, and contrived to form intimate relations with the Russian police while he was yet in his teens. Towards the termination of the Polish Insurrection 1830 he made his appearance among a number of imprisoned rebels as one of themselves. Here he played the spy with thorough success as long as he was wanted. He was then transferred with his wife to a prison near the frontier, whence he was allowed to escape with his fellow-prisoners. He next appeared in the character of a patriot exile in France, where he remained for two years, still playing spy. He then transferred himself to England in the same capacity, and contrived to obtain a place on the list of the Polish pensioners of the English Government. Here he laid claim to high birth and allowed his way into good society, which in those days had a mania for getting such people. On this portion of his career he loved to dilate. But gambler, and spy as he was, he could not quite conceal his real character. In two years his countenance found himself at a discount among fashionable people. Worse still, the Government, which he had adopted as his motherland, forbade him to handle the pen, and none of his children could handle it for him. He had no choice save to employ a secretary. This would have been a serious drawback to most people; but the Count was a man of a thousand—one of those geniuses who know how to turn disreputable itself into a conductor. Secretaries he continued to employ for years, and not as secretaries only. When he needed such an assistant he sought him in a common lodging-house of the better class, where, as he knew, broken men of all professions congregate. The Count was cautious, and never broached his real business until he had ascertained the character of the man he was dealing with, and had besides prepared the way. Finding the sort of man he required he had soon in full swing penning begging-letters for his employer. A day or two at this kind of employment rubbed away all objections which the secretary might have entertained to the business at the outset, and he seldom required much persuasion to take to begging-letter writing on his own account. The Count was acquainted with the address of everybody likely to be moved by a plausible tale; and he knew also the sort of tale was best adapted to move each of these people. All this valuable information he was ready to communicate for a

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSAILLES;

ALSO,

PONDICHERY, MADRAS, CAL-
CUTTA AND BOMBAY.ON SATURDAY, the 22nd June, 1878, at Noon, the Company's S. S. YANGTSE, Commandant RAPATEL, with
MAILS, PASSENGERS, SPECIES, and
CARGO, will leave this Port for the
above places.Cargo and Specie will be registered for
London as well as for Marsailles, and ac-
cepted in transit through Marsailles for
the principal places of Europe.Shipping Orders will be granted till Noon.
Cargo will be received on board until
4 p.m., Specs & Parcels until 3 p.m.
on the 21st June, 1878. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)Contents and value of Packages are re-
quired.For further particulars, apply at the
Company's Office.

H. DU POUHEY,

Agent.

Hongkong, June 10, 1878.

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U. S. MAIL LINE.

PACIFIC MAIL STREAMSHIP
COMPANY.THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.THE U. S. MAIL Steamer CITY OF
TOKIO will be despatched for San
Francisco, via Yokohama, on SATURDAY,
the 22nd instant, at 1 o'clock p.m., taking
Passengers, and Freight, for Japan, the
United States and Europe.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
concerning Steamers.Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic Lines of Steamers.A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS OF THE ARMY AND NAVY,
AND MEMBERS OF THE CIVIL AND
CONSULAR SERVICES IN COMMIS-
SION.Freight will be received on board until
4 p.m., of 21st instant. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, June 11, 1878.

je23

Occidental & Oriental Steam-
ship Company.TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,IN CONNECTION WITH THE
CENTRALAND
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND

ATLANTIC STREAMERS.

THE S. S. "GAELIU" will be de-
patched for San Francisco via Yokohama on THURSDAY, the 4th July,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.Connection is made at Yokohama, with
Steamers from Shanghai.Freight will be received on Board until
4 p.m. of the 3rd July. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value of same
is required.A REDUCTION is made on Return Pass-
age Tickets.SPECIAL REDUCTIONS granted to
Officers of the ARMY and NAVY and to
Members of the CIVIL and CONSULAR
SERVICES.For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.

Hongkong, June 12, 1878.

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NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1878) the Chinese
Mail will be issued DAILY instead of twice
weekly as heretofore. No change how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.The charges for advertisements are now
assimilated to those of the Chinese Mail.
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisements.The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Calcutta, Madras, and
Marsailles.

The Mail Office,

Hongkong, January 4, 1878.

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Intimations.

Volume Sixth of the
"CHINA REVIEW."Now Ready.
No. V.—Vol. VI.
OF THE"CHINA REVIEW"
CONTAINS—Bibliography of the Chinese Imperial Col-
lections of Literature.
Imperial Confucianism.
The Tang Kou Chi.
Geographical Notes on the Province of
Kiangsu.Chinese Moral Sayings Compared with
Those of the Greek Tragedians.

Translations of Chinese School-books.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries:

Portuguese from Macao in Peking

in the first quarter of the 17th
Century.

Grimm's Laws in Chinese.

Primer of English for Chinese.

Chinese Cloisonné Enamel.

The Chinese Silver Coinage of Tibet.

Use of Bricks.

Opium Eating in China.

The Tai Tribes of Yunnan.

Books Wanted, Exchanged, &c.

CHINA MAIL Office,

Hongkong, May 13, 1878.

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